

MIDDLETOWN JOURNAL

SPORTS AND
VALLEY NEWS

MIDDLETOWN, OHIO, FRIDAY, NOVEMBER 5, 1963

PAGE THIRTEEN

Woman, 3 Girls See Object Land, Take Off

Just what it was Mrs. Helen Tucker of 518 Young St. doesn't know, but she and three teen-agers saw something at 8:45 last night and it was like nothing they had ever seen before.

They were in West Middletown and had turned onto Brown's Run Road when one of the youths said, "What in the world is that big bright light up there in the sky?"

"It was very bright and flashing," said Mrs. Tucker, "larger than a star too high up to be fastened to anything."

"We drove into Poasttown trying to get closer and as we got to the railroad tracks we saw sparks shooting from the object. We stopped and at first thought some high overhead wires were shorting out, then decided it had better be reported."

"But as we turned into a lane, one of the girls said it was moving. When I looked, I saw it moving straight ahead and very fast, and it looked like a plane. The

lights weren't flashing then and red and white colors were very clear. One said they saw a bluish color, but I didn't."

"Occasionally we lost sight of it because it would go behind a tree."

"It was moving in the direction of Middletown and since the air field was close I thought it would circle and land."

"We followed it and it came down more rapidly than any plane I've ever seen, and when it landed, not on the airfield, but across Carmody Boulevard in the depression along the river, it looked like a Christmas tree."

"The wing expanse was huge and appeared to be completely lit up. There were long, shooting lights like flames going on and off."

"Someone said the fuselage appeared to have a bubble on top although I couldn't see any, but it appeared to be pointed on top the way the lights were."

"There was no activity at the airfield so we went up

and turned around at the Firemen's Club, and as we did so someone called out that it was taking off. It looked like hot metal as it did."

"It operated like a helicopter," said Mrs. Tucker, "yet it had speed."

"We notified the police department, and they had heard of other reports of people seeing the same thing, but no one had seen it land. The others had seen it high in the sky."

"Now I may need my glasses changed," Mrs. Tucker commented, "but I don't need them changed that badly. We saw it!"

AF To Hear Saucer Story

By JOY JONES

The Air Force will be in Middletown tomorrow to see Mrs. Helen Tucker, 516 Young St., and investigate the object she reported seeing last Thursday night.

"I just hope they come up with some logical explanation," she said.

MRS. TUCKER, office manager at the First Methodist Church, and three teen-age companions, first noticed the object as a bright, flashing light at 6:45 p.m. last Thursday as they were turning around on the Brown's Run Road in West Middletown. The object was followed until it landed across Carmody Boulevard opposite the airport and then took off, they said.

Mrs. Tucker has been doing a lot of reading since last week. Until she called Wright-Patterson Air Force Base yesterday afternoon, she thought she might have an answer. The Hughes's XV-9A, an experimental combination helicopter and plane which shoots out hot gases, bore some resemblance to what she saw. But she was told it could not hover in one spot and its lights were not as bright as the ones she saw.

What apparently was the same object was sighted in the Gratis area just after it was seen here.

About 7 p.m. a woman living near Gratis on Rt. 122 heard what she thought was a plane flying over her house. The woman, who declined to be identified, said she was alone at the time watching television.

"The TV picture was knocked off, and the lights flickered," she said.

"I listened for awhile and it sounded more like a jet coming

down. So I ran to the window and saw a bright light toward the woods about a mile and a half to two miles away. It was as white as could be. You've never seen anything so whiter.

"I got the binoculars and then I could see red spots in with the white. It was just one big, huge, great big light.

SHE EXPLAINED that she thought no more about it until she read Mrs. Tucker's report in the Journal earlier this week.

Other residents in the Gratis area reportedly heard what they thought was a jet in trouble.

The object apparently had made a large circle. Mrs. Tucker reported that it landed from the northeast and headed northwest when it took off. Gratis residents reportedly heard the sound approaching from the south, but the observer there said it flew over her house from the north and either landed or hovered southeast of her home.

Patrolman Jack Barnes, who was on duty the night Mrs. Tucker called, reported that police often receive UFO reports. "But none ever fit the description she gave me.

"She was the only one who called that night, and it had been about two weeks since we'd gotten any other reports. Normally people see one bright light blinking on and off high up. No one ever said they'd seen one with wings and shooting fire." It is known that an Armco

plane landed at Middletown airport at 6:45, but it did not take off again.

There was a reported unauthorized parachute drop in the area, but this could not be verified.

	Home		Depart
12013	0830	FTD DEPART	0830
12056	1000	Miamisburg Journal	1005
12056	1010	Police Station Sept 10th Lynne Egan Mrs Sebastian	1015
12057	1130	Jay Jones	12.7
12066		Lock A. Port	1245
12067		Arnica	13.00
	1.315	MRS TAYLOR	2.15
12070.1			
12070	227	depart Middle	

12013	FTD	43 mi
12056	Miamisburg	14 mi
12070	Ruler Area	
<u>42</u>		42 mi
12112		<u>99 mi</u>

TDSW/UFO

UFO Sighting, Middletown, Ohio

DEC 10 1965

Hq USAF SAFOICC (Mrs Hunt)

[REDACTED] has requested an evaluation of her observation which occurred on 4 November 1965. It is suggested that SAFOI relay this information to her. The following is a suggested reply:

Dear [REDACTED],

The results of our investigation into your sighting on the night of 4 November leads to the conclusion that the initial phases and possibly some of the subsequent portions of the sighting were attributed to the Armco Gulfstream 437-A which landed at approximately 1840 EST. The approach path of this aircraft to Middletown was from the Northeast and the landing runway was on an azimuth of 052 degrees. Wing tip and tail flashing strobe lights are installed on the aircraft which were operating at the time, as well as top and bottom fuselage rotating beacons.

Although there is a discrepancy of about five minutes in the reported time of the sighting and landing of the aircraft, it is reasonable to assume that this small difference in time would not eliminate this as a cause of the report. Since you were parked on the highway waiting for your daughter at 6:30 and did not observe this aircraft, this gives all the more reason for us to believe that the Armco jet with its landing light on was the initial object sighted to the Northeast. The aircraft at this time was far enough away that the landing lights would obliterate the smaller lights from the strobes and beacons. At this time your car was moved to the railroad track, and at the same time the Armco jet had now moved to a point near enough that the strobes and rotating beacons would give an illusion of sparks and flashing which you compared to a defective electrical transformer.

There is one point of discrepancy here in the direction reported by you as North. The aircraft was approaching from the Northeast from a heading approximately parallel with that of the railroad track. Assuming this slight error in direction, the Armco jet could be the cause of the second phase of your sighting. During this entire phase

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Office of Record

TDSW/Kyfa

of your observation, the jet is making a direct approach toward the air field. At this point you decided to move your car, and the aircraft continued its approach following the road descending for a landing. At this time, the wings and tail lights were clearly defined and the speed of the aircraft would have been slowed to a point where it would be possible for you to chase it down the road. This third phase of your sighting consisting of the chase of the object down the road is still consistent with an observation of the Armco jet.

The fourth phase consists of the lights appearing on or just above the ground in the direction of the airport when you pulled the car to the side of the road. This can be attributed to these aircraft lights on the runway (invisible from that location) or some ground lights on the opposite side of the river. The final phase of your sighting consisting of lights rising and moving off to the Northwest cannot be explained in terms of this aircraft. At present we have been unable to locate any known object to account for this portion of your sighting. A check was made with the local radar network and no unidentified tracks were observed on the night of 4 November. Contact was made with all known military agencies operating helicopter-type aircraft in Southwest Ohio, and we were unsuccessful in placing any of these vehicles in the Middletown area at the time of your observation. The pilot, [REDACTED] and co-pilot [REDACTED] of the Armco Gulfstream [REDACTED] did not observe any unusual lights or other aircraft during their approach to the airport. This is particularly significant since Hook Field has no operating control tower. The pilot in his approach to the airport must be sure that no other aircraft are in the area in the process of landing or taking off from the airport. Both pilots are familiar with the local landmarks and ground lights adjacent to the air field. No unusual lights were observed. No additional witnesses have reported anything unusual which we can correlate with your sightings.

Our evaluation of your observation is consistent with the above interpretation of the sequence of events associated with your report and the landing of the Gulfstream 347-A. This case will be carried as two separate objects. The first evaluated as an aircraft, and the second disappearing to the Northwest remains unsolved. The

additional witness near Gratis which may have observed this or a similar object has not contacted us.

FOR THE COMMANDER

EJ
ERIC T de JONCKHEERE, Colonel, USAF
Deputy for Technology and Subsystems

ORIGINATOR
TDEW/UFO

H Quintanilla, Jr.
Maj H Quintanilla, Jr.

DATED *3 Feb 65*

TDEW

Louis De Ruyter

DATED *8 Jan 65*

ADERDEEN DR.	M-18
ALAMO ST.	J-17
ALAMO RD.	M-20
ALAMEDA CIRCLE	N-16
THE ALAMEDA	N-17
AMBURY ST.	J-23
ARCADIA DR.	M-29
ARDMORE DR.	M-28
ARLINGTON AVE.	M-14
ARMCO DR.	J-17
ARNOLD DR.	M-26
ARPP LANE	M-12
ASKEW ST.	D-11
ATCO AVE.	I-18
AUBURN ST.	J-14
AUGUST AVE.	T-13
AVALON DR.	H-15
ANDREW ST.	K-12
ANNE RD.	M-6
AMITY LANE	E-12
AIRPORT DR.	J-9
ADRIA CT.	P-27

BARBARA DR.	P-19
BALTIMORE ST.	D-12
BARNITZ ST.	I-20
BATSEY DR.	D-24
BEECH ST.	J-13
BELLEVILLE ST.	M-18
BELVIDERE AVE.	D-10
BEN HARRISON ST.	M-9
BERNICE AVE.	M-10

BERWICK LANE	I-26
BEXLEY DR.	I-19
BENDEL DR.	D-12
BONITA DR.	R-28
BONNELL ST.	M-9
BREIEL BLVD.	M-24.1
BRELL DR.	F-23
BRENT DR.	M-10
BRENTWOOD ST.	S-18
BROOKHAVEN DR.	N-28
BROWNING ST.	E-22
BROWN AVE.	S-12
BROWNS RUN RD.	D-10
BRYANT ST.	P-20
BUENA AVE.	T-7
BURTON RD.	O-23
BURBANK AVE.	P-18
BYRON ST.	E-22
BROAD ST.	M-10
BEATRICE DR.	R-19
BOYLSTON ST.	P-28
BLUE BALL PKE	R-28

CARROLL LEE LN	T-24
CALUMET AVE	D-1
CAMPBELL COURT	D-10
CANAL ST.	G-10
CARMODY BLVD.	G-10
CARMODY PLACE	T-22
CARROL AVE.	L-14
CAROLINA ST.	S-17
CASPER AVE.	M-12
CATALPA DR.	J-15
CENTRAL AVE.	M-10
CENTENNIAL AVE.	P-9
CHARLES ST.	L-14
CHERRY ST.	T-12

LEGEND

1. POST OFFICE
2. MANCHESTER HOTEL
3. CITY BUILDING
4. N.Y.C. R.R. DEPOT
5. MIDDLETOWN HOSPITAL
6. FIRE STATION NO. 1
7. B.&O. R.R. DEPOT
8. FIRE STATION NO. 2
9. LOCAL BUS STATION
10. FIRE STATION NO. 3
11. INTER CITY BUS STATION
12. W.P.F.B. RADIO STATION
13. FIRE STATION NO. 4
14. STATE HIGHWAY DEPT. DIV. 8
- P MUNICIPAL PARKING LOT
15. MUNICIPAL SERVICE BUILDING
16. MIDD. SEWAGE TREATMENT PLANT
17. PARK ADMINISTRATION BLDG.
18. PUBLIC LIBRARY
19. WATER WORKS
- P PUBLIC PARKING LOT

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bus pm

9/10
16/15

Shawman Club

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6:45 PM

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10/11
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30/24
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24/18
23/17

GREAT

MIAMI

RIVER

POAST TOWN

HOOK FIELD
MUNICIPAL AIRPORT

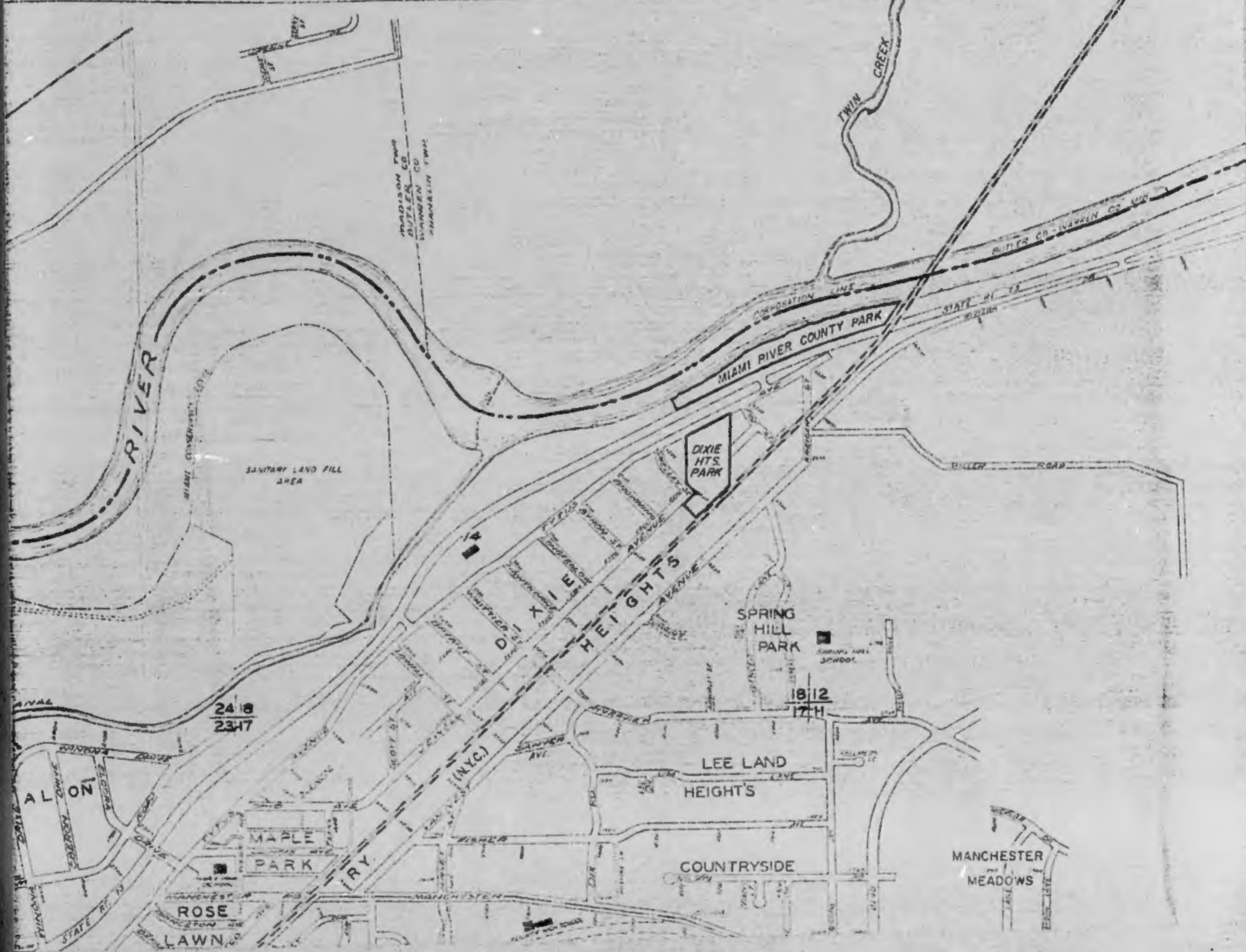
AV AL ON

ROSE

LAWN



6 17 18 19 20 21 22 23 24 25 26 27



ARMCO STEEL CORPORATION

GENERAL OFFICES • MIDDLETOWN, OHIO 45042

WALTER C. PAGUE
MANAGER AIR TRANSPORTATION



November 26, 1965

Major Hector Quintanilla, USAF
Chief Project Blue Book
Wright-Patterson AFB
Ohio 45433

Dear Sir:

In reply to your letter of 15 November, 1965, with reference to your investigation of an unidentified flying object, I am submitting the following information:

The pilots aboard the Armco Steel Corporation Gulfstream -437-A were [REDACTED] and the undersigned, who are employees of the company.

- a. There were no unusual lights or other aircraft observed during the approach to the airport.
- b. The time of landing was 1840 EST(2340Z).
- c. The approach path of the aircraft was from the northeast over the field after which a right turn was executed and the aircraft then proceeded westbound until entering a downwind leg on the southwesterly heading in preparation for landing to the northeast on the runway heading 052 degrees.
- d. There is no afterburner used on the engines.

Insofar as there are wing tip and tail flashing strobe lights installed on the aircraft which we operated at the time, as well as top and bottom fuselage rotating beacons, we feel this might help in your investigation.

We hope that the above will be of some assistance to you.

Very truly yours,

[REDACTED SIGNATURE]

Pilot

WEN;new

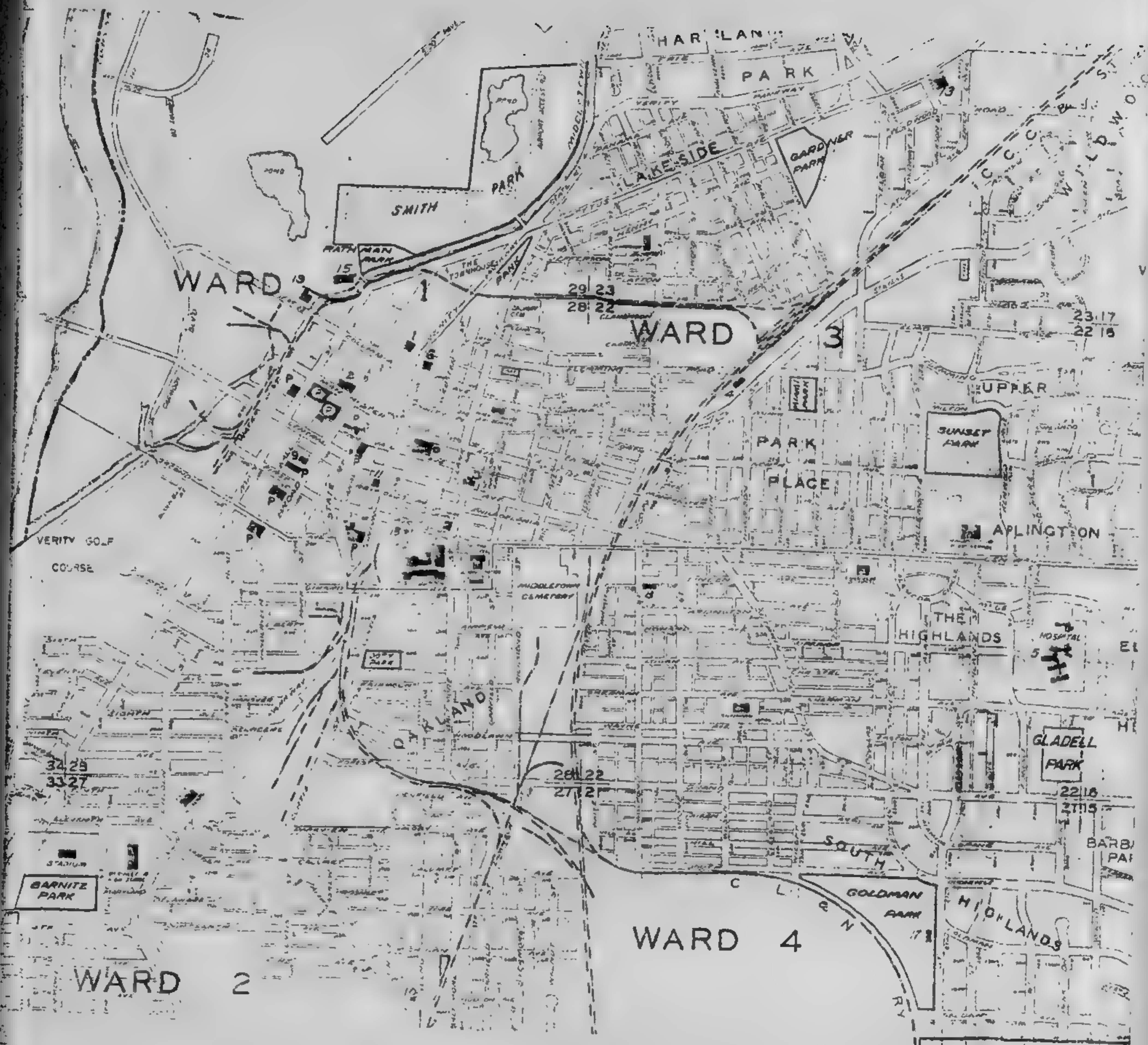
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 CHURCH AVE
 CINCINNATI-DAYTON RD
 CIRCLE DR
 CLARENDON AVE.
 CLARK ST
 CLAYTON AVE
 CLEVELAND ST
 CLINTON ST
 COLLEGE RD
 COLUMBIA AVE
 CONCORD AVE
 CORTA VIA
 CRAWFORD ST
 CREEKVIEW DR
 CRESCENT BLVD
 CROFTON LANE
 CROWN ST
 CURRYER RD
 CURTIS ST
 CHERRYWOOD LANE
 CELESTE DR
 CATSKILL DR
 CARROLL AVE
 CHRYMS AVE

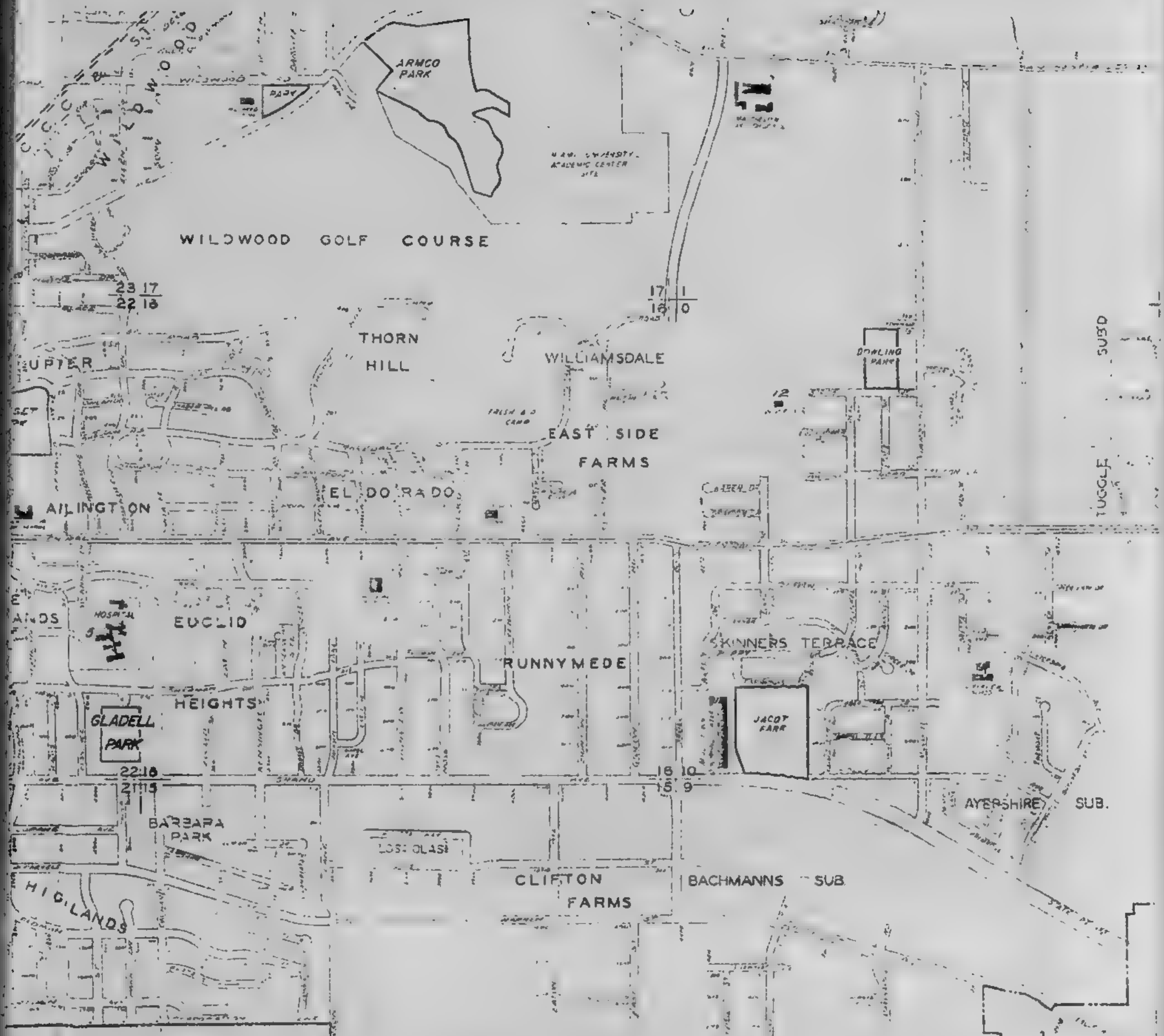
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 DARTY AVE
 DELAWARE AVE
 DIX DR
 DORSET ST
 DOWDY ST
 DOUGLAS ST
 DUCKER RD
 DUNE RD
 DUTCH LANE

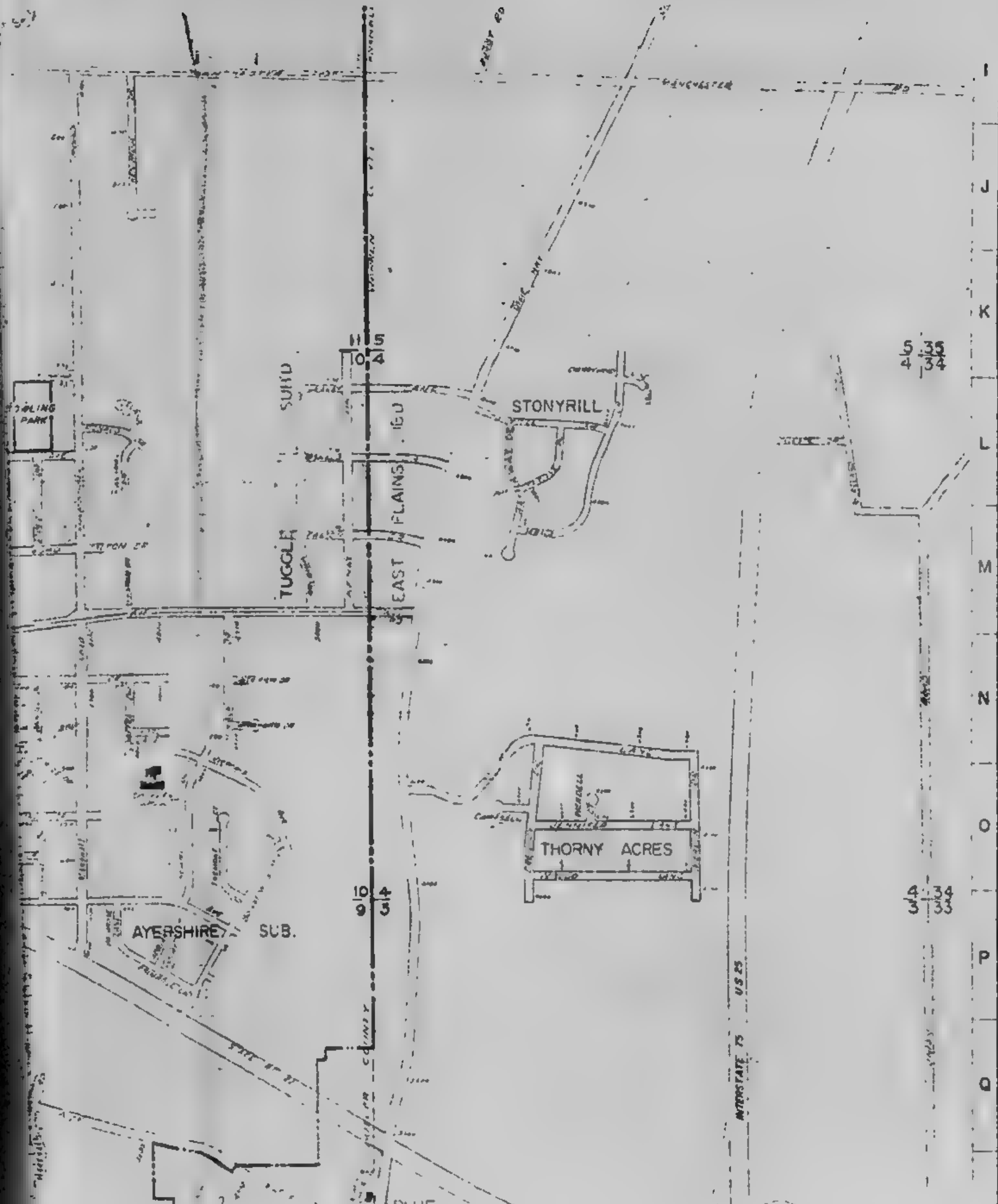
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 EARL AVE
 EAST ST
 EASTLINE DR
 EASTON AVE
 EATON DR
 EATON AVE
 ECK RD
 EDGEWOOD ST
 EIGHTH AVE
 EIGHTEENTH AVE
 E. S. YACONER PLACE
 EIDORA DR
 ELEVENTH AVE
 ELLEN DR
 ELM ST
 ELMER DR
 ELMO PLACE
 EL PASO AVE
 ELSWEE ST
 ELWOOD ST
 EMERSON RD
 EMERSON AVE
 EMERSON ST
 EMERSON AVE

FAIR AVE
 FAIRFIELD AVE
 FAIRMOUNT AVE
 FAIRMOUNT ST
 FAIRMOUNT AVE
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OVERMAN	DR	H-17
OGDEN	DR	W-1
OMAHA	ST	X-4
ONEKA	AVE	W-14
ORCHARD	ST	Q-19
OTLANDO	AVE	L-18
OTTAWA	ST	X-16
OXFORD	AVE	I-17
OXFORD STATE RD		W-7
OWO	AVE	G-19

PANAMA	AVE	J-13
PARKVIEW	AVE	P-10
PAKE	ST	V-1
PARK	DR	P-8
PEARL	ST	T-V-13
PENFIELD	AVE	P-11
PERSHING	AVE	V-11
PHILADELPHIA	AVE	M-12
PINE	ST	O-9
PINTA	A.E	U-7
PLAIN	ST	K-14
PLUM	AVE	L-12
PLYMOUTH	AVE	S-8
POE	ST	O-23
POINCIANA	RD	M-20
POPLAR	ST	O-8
POPPY	DR	O-25
PRINCETON	AVE	H-19
PROSPECT	AVE	O-11
RAHE	LANE	I-20
PRIMROSE	LANE	P-27

QUEEN	AVE	P-14
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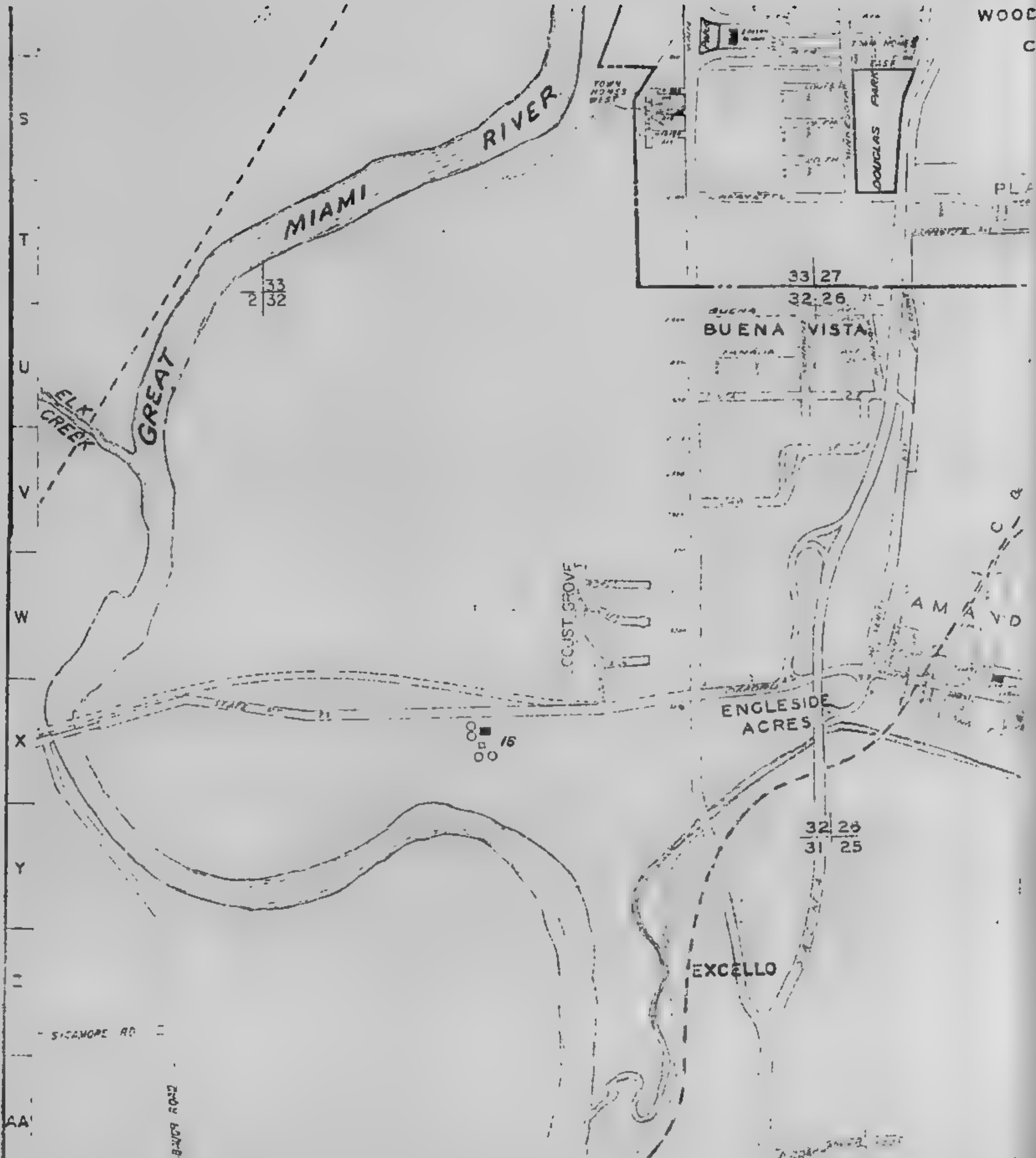
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REGENT	DR	O-27
RAYMOND	DR	I-19
RED BUD	DR	M-22
REYNOLDS	AVE	M-11
RICHARDSON	DR	K-17
RICHMOND	ST	O-12
RIVIERA	DR	C-25
RIVERVIEW	AVE	O-22
RONALD	DR	L-27
ROSLYN	DR	X-11
ROSS	ST	O-21
ROSEDALE	RD	L-23
ROOSEVELT	AVE	O-25
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RUFUS	ST	X-12
RUSWELL	COURT	K-18
RADABAUGH	RD	AA-2

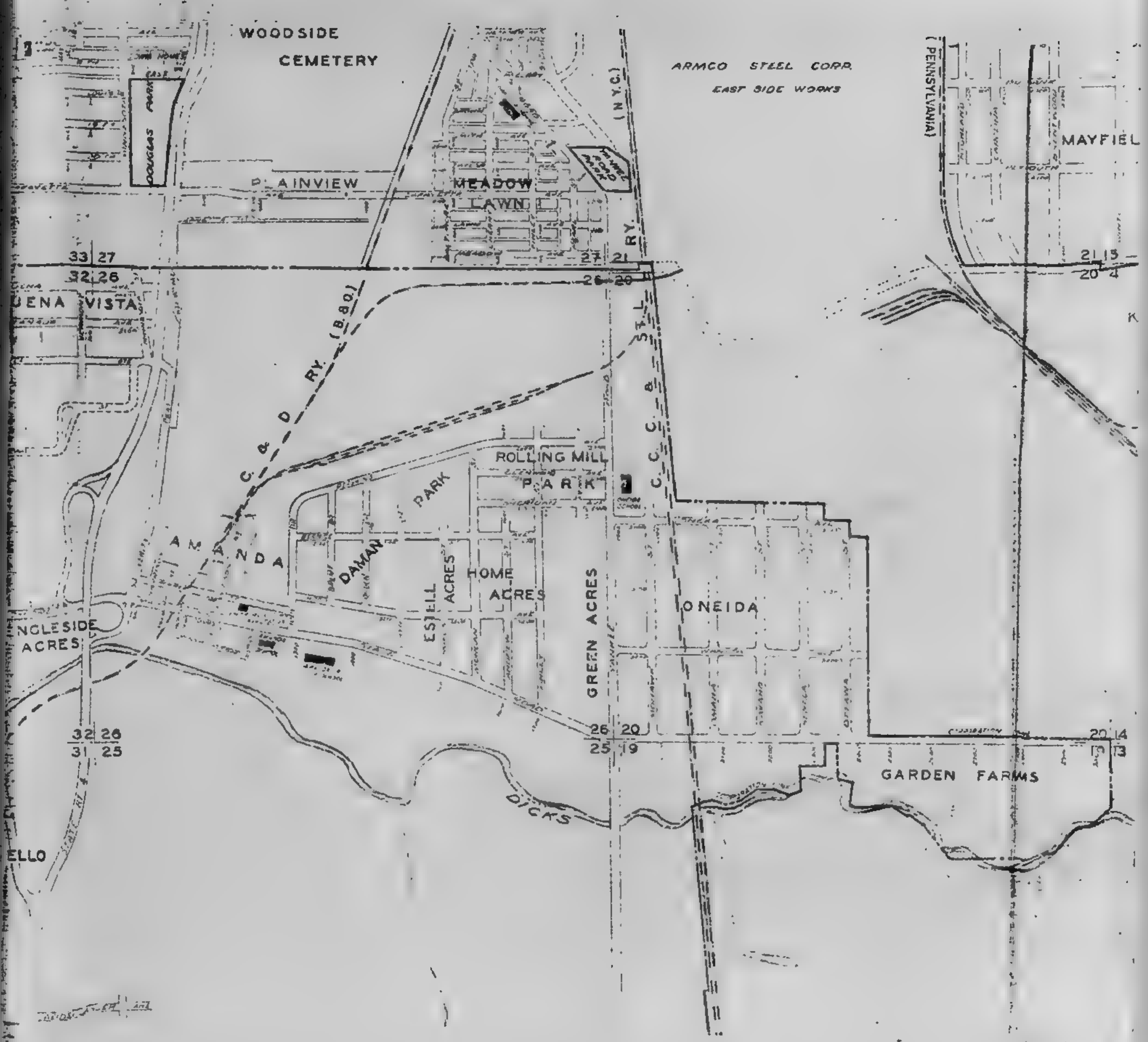
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FLEMING	RD	L-13
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FOREST GLEN DR		M-2
FOREST	AVE	D-11
FORNER	ST	N-14
FOURTH	AVE	N-9
FOURTEENTH AVE		O-9
FRANKLIN ST		M-4
FULTON LANE		D-22
FRONT	ST	L-1
FIELDWAY		D-20
FOLLERSBY CT		L-22

CAGE	DR	H-23
GAHLEN	AVE	O-9
GARRFIELD ST		O-12
GERMANTOWN RD.		H-9
GIDEON	RD	O-23
GIRARD	AVE	N-10
GLADYS	DR	N-17
GLENCOE	AVE	O-18
GLEN	LANE	L-17
GLENMORE DR		M-20
GLENWOOD AVE		L-12
GOLDMAN AVE		O-17
GORDON	ST	N-10
GRANADA AVE.		O-7
GRAND	AVE	N-16
GREEN TREE RD.		N-29
GREGORY DR		O-30
GRIMES	ST	N-13
GROVE	ST	O-11
GERRY	ST	A-19
GRANOVILLE DR		O-32
GRAYDON	DR	M-24

MATHIAS	PL	L-32
HAMPTON PLACE		M-20
HANNAN	DR	N-24
HANDOVER	AVE	O-10
HARDEN	AVE	O-22
HARRIS	ST	L-36
HARLAN	ST	O-13
HARRISON	ST	N-9
HARRISON	ST	M-13
HAWTHORNE ST		N-2
HEFFNER	AVE	N-12
HEINKEL	RD	N-28
HELTON	DR	O-33
HENDRICKSON RD.		N-29
HENRICK	PL	N-18
HENRY	AVE	A-15
HICKORY	ST	N-6
HIGHVIEW RD		O-27
HIGHLAND	ST	N-17
HILL	AVE	N-14
HUGO	AVE	L-10
HOWARD	AVE	N-14
HOWE	RD	L-1
HUDSON	AVE	L-2
HUGHES	ST	J-3
HILL	ST	N-4
HOLLY	AVE	D-25
HAMILTON		
LITHAN RD		L-6
HOWARD AVE.		N-1
HOOK	DR	
HOCKINS	LANE	

IGLEHART	ST	N-13
ILLINOIS	AVE	N-9
INLAND	DR	N-7





MAYFIELD

MEAYS SUB

EN FARMS

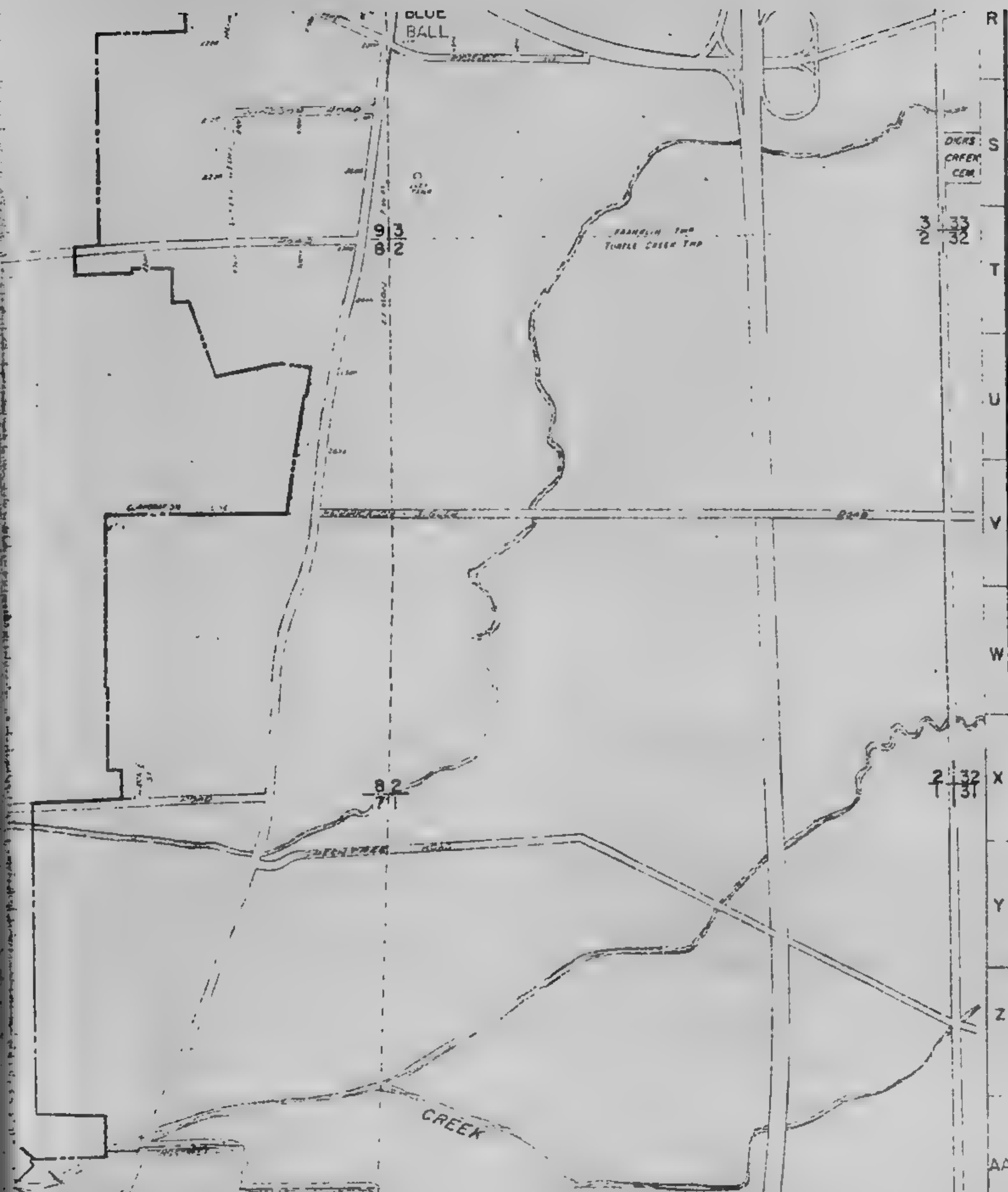
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13.7

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19.3



SANTA BARBARA DR	K-17
SANTA FE RD	M-19
SAWYER AVE	O-22
BCHIRM DR	N-24
SCOTT ST	O-20
SECOND AVE	M-9
SELDEN AVE	R-17
SENECA ST	X-15
SEVENTEENTH AVE	R-8
SEVENTH AVE	O-8
SHADOW HILL RD	L-19
SHAFER ST	M-16
SHANTLE ST	J-15
CHAMBERLAIN DR	O-29
SHEFFIELD ST	T-5
SHEFFIELD RD	I-5
SHELDON RD	M-18
SHELLEY ST	E-22
SHERIDAN AVE	V-12
SHERMAN AVE	O-15
SHORT ST	I-19
SHOTTON ST	I-4
SIERRA RD	M-18
SIXTH AVE	O-8
SIXTEENTH AVE	R-8
SMITH AVE	O-12
SCOTT AVE	L-25
SCOTT LANE	P-15
SORD PLACE	J-19
SOUTH AVE	P-14
SPENCER LANE	F-23
SPRUCE ST	O-13
STANLEY ST	O-18
STEVENS AVE	K-14
STATION ST	W-6
STOLZ DR	M-26
STRATFORD DR	I-26
SUNSET ST	N-20
SUPERIOR AVE	N-15
SUTHERLAND ST	M-14
SYCAMORE ST	O-13
SYCAMORE ST	K-8
SLOEBIS RD	A-10
SELAND DR	M-31
STONWELL LANE	L-31
SYCAMORE RD	I-1
SALTZMAN RD	I-44

TALTON DR	M-27
TERRACE CIRCLE	O-25
TAYLOR AVE	S-12
TENTH AVE	P-8
TERRACE DR	O-28
TEXAS AVE	M-19
THORN HILL LANE	L-20
THORN HILL FRANKLIN RD	J-7
THIRTY PLACE	L-11
TRINE ST	T-10
TYLER AVE	K-13
TWENTIETH AVE	S-8
TIMBER TRAIL DR	O-25
TRENGER CT	O-28
TOOMETER RD	CC-10
TILLIS DR	O-24

UNION RD	Q-34
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JACKSON	LANE	C-20
JACKSON	ST	A-8
JACKSON	ST	A-8
JACOBY	AVE	B-11
JEANETTE	AVE	A-9
JEFFERSON	AVE	A-9
JENNIFER	LANE	C-21
JEWELL	AVE	C-20
JOHNS	RD	A-20
JOFF	DR	A-9
JOSEPH	ST.	C-20

KAREN	CR	M 24
KEAY	2E	U 5
KEVEC	CR	M 29
KENSINGTON	ST	C 27
KENWOOD	CR	M 7
KONRAD	CR	U 26
KRUEGER	ST	C 24
KUNZ	2E	C 7
KEN ROGGE	DR	U 27

LA FAYETTE AVE	T-7
LAMBERTON ST	T-20
LAWRENCE ST	P-7
LAUREL AVE	O-20
LAWN AVE	T-2
LEE DR	G-22
LELAND COURT	L-37
LEPERSON RD	E-25
LEIBER ST	M-13
LESLEY LANE	L-29
LEWIS ST.	P-21
LIBERTY AVE	N-0
LINCOLN ST	P-9
LIND ST	U-3
LINDEN AVE	L-4
LISA LANE	E-22
LOCUST ST	M-9



11 Nov
15 Nov 65 MEMO FOR THE RECORD

Sgt Jones called Sgt Smith at the Army Aviation Section and also
were

~~██████████~~ at Base Operations to find out if there any helicopters

on the night of the 4th in the area of *Clinton County*: A

negative report was given. On 16 Nov 65, called Maj Engebretsen, and

asked him to check Radar Sectors, for unusual or unidentified Radar Returns.

Negative reports from Local Radar Sectors, Sector Radar at Detroit, NORAD

Sectors.

GREENRIDGE

1913

31/25

36/30

25/19

30/24

OAK

KNOLL

CREST
SUB

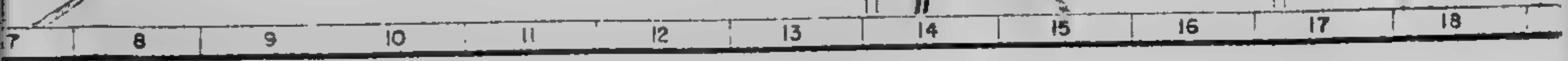
36/30
35/23

30/24
29/23

HAMILTON - LYNN ROAD

CREEK

COLDWATER



19/13

24/18

13/17

18/12

MILLERS

71

CITY OF MIDDLETOWN



SCALE OF FEET

--- INDICATES PROPOSED ROADWAY
... INDICATES PRIVATE ROADWAY

24/18
23/17

18/12
17/11

MIDDLE
HIGH SCHOOL

MIDDLE
HIGH SCHOOL

18

19

20

21

22

23

24

25

25

27

28

TOWN, OHIO



VANCE	ST	S-8
VALLEY VIEW DR		O-25
VAIL	AVE	M-11
VANDERVEER ST		N-10
VAN	AVE	K-14
VANNEST	AVE	N-20
VERITY PKWY		P-9
VERMONT ST		R.U-8
VINE	AVE	L-12
VINE	ST	K-6
VICTORIA	AVE	O-28

WALTON	CT	L-23
WAITE	ST	P-13
WALNUT	ST	O-15
WALL	ST	M-10
WALTON	AVE	X-14
WARREN	ST	O-22
WASHINGTON ST		K-13
WASHINGTON ST		X-9
WATER	ST	L-9
WAYNE	AVE	O-14
WEBER	AVE	H-18
WEBSTER	ST	L-12
WELLINGTON RD		9-27
WENDELL COURT		O-31
WEST ALEXANDRIA RD		I-1
WHISMAN	CR	M-27
WICKOFF	ST	P-15
WILBRAMM RD		M-18
WILWOOD RD		I-13
WILMORE	CR	I-15
WILSON	ST	P-15
WINSOR	AVE	P-7
WINDSOR	RD	S-28
WINGNA	DR	G-17
WINTON	ST	T-19
WISCONSIN ST		R-7
WOODBURN AVE		I-15
WOODLAWN AVE		O-12
WRENN COURT		I-13
WRENN	ST	I-13
WEIKEL	CR	J-2
WILMA	ST	A-18
WILSHIRE	CR	O-26
WHITTIER	ST	F-21
WILDCREST CR		M-7
WICKLOW DR		M-25
WEAVER	AVE	S-6
WINDRIDGE COURT		M-22

YANKEE	PO	O-10
YORK	AVE.	O-12
YOUNG	ST.	O-11

14 November 65 Night

Middletown, Ohio

Civilian

Astro (VENUS)

One

about 1 hour

Ground-Visual

S

X

X

Observer said that an object was visible to the South and had been reported by several other persons in the area. Object or similar object was observed on the previous night. Sgt Moody received call from observer. Sgt MOODY told observer it was the planet Venus and to observe it on the following night if different to phone back. Next day no phone call received.

MEMO FOR THE RECORD

On the night of 14 November 1965, Sgt Moody received a telephone call from the desk Sgt from the Middletown, Ohio police station. The Sgt informed Sgt Moody that an object was visible to the South and had been reported by several persons in the area. This object or a similar object was observed on the previous night. On the night of 14 November, the object had been observed for about an hour and was still visible. Sgt Moody looked at the object with binoculars and observed a star slightly below and to the left of Venus and another object higher in elevation and to the left of the planet Venus. He requested that the police officer observe the object at Middletown, to determine if a star was low and to the left, and if there was another object to the left and above the planet. The patrolman at Middletown looked at this object and observed the same stars adjacent to the planet Venus. Sgt Moody informed him that Venus would move 15 degrees in azimuth toward the west in descending path until disappearance about 8:30. He told the patrolman that if the object being observed did not conform with this predicted flight path, to call back.. No additional ~~recalls~~ were received,

MEMO FOR THE RECORD

On the night of 14 November 1965, Sgt Moody received a telephone call from the desk Sgt from the Middletown, Ohio police station. The Sgt informed Sgt Moody that an object was visible to the South and had been reported by several persons in the area. This object or a similar object was observed on the previous night. On the night of 14 November, the object had been observed for about an hour and was still visible. Sgt Moody looked at the object with binoculars and observed a star slightly below and to the left of Venus and another object higher in elevation and to the left of the planet Venus. He requested that the police officer observe the object at Middletown, to determine if a star was low and to the left, and if there was another object to the left and above the planet. The patrolman at Middletown looked at this object and observed the same stars adjacent to the planet Venus. Sgt Moody informed him that Venus would move 15 degrees^a in azimuth toward the west in descending path until disappearance about 8:30. He told the patrolman that if the object being observed did not conform with this predicted flight path, to call back.. No additional ~~recalls~~ were received,

MEMO FOR THE RECORD

10 November 1965

Mrs. [REDACTED] of West Middletown called to report a UFO.

This thing appeared to be a large round ball. It was about the size of a grapefruit in comparison to a star. It was in the Northeast, and the lights were going on and off. There were long colored sparks shooting from the object. As it got closer, it appeared to be a night light with red and white and bluish lights. It started to land. It had very bright lights that went on and off very fast. The object seemed to go into a point. It had long thin wings. It appeared as though it might have had a bubble on the front. It landed to the left of the levee and had a dull deep large round red glow. Took off to the Northwest. It was less than five minutes on the ground. It took it less than 2 minutes to disappear. Next day she heard a report from a lady in West Alexandria which is near Gratis. At

MEMO FOR THE RECORD

A lady called from the Middletown Journal- on 9 Oct 65 to report
(the report)
a UFO. The sighting was made on Thursday evening and was in the
paper on Friday, Oct 5. Mrs. [REDACTED] of [REDACTED],
was the first witness. She is the manager of the First Methodist
Church. She saw a very bright light at 6:45. Sgt Moody said that
this was Venus. [REDACTED] had been on Franklin Trent Rd. and
turned on to Brounrum Rd. She was driving a car with three children
in it. One of the children spotted the bright light. They next
saw a very bright thing with some sparks shooting out from it. The
object went behind some trees and landed. The object had wings.
One of the children said that it looked pointed on top. It looked
like hot metal. Had a very high speed. Lady reported it to
Patrolman Barnes in West Alexandria. There was an Amco plane
around 6:45, but it landed at the airport. Patrolman talked to
the pilot of the plane and the pilot did not take off again after
he once landed. The object did take off again.

(Another report from West Alexandria) (South of Gratz)

Another lady heard what sounded like a jet around 7 o'clock. This
thing went over her house. At this time, the lights flickered in
the house and the TV went off. This was a very white light.

The lady saw red in the light. She said it landed Southeast.

MIDDLETOWN, OHIO

4 NOVEMBER 1965

At 1845, 4 November 1965, observer and her three children were driving along the road when one of the children spotted a bright light, about the size of a grapefruit in comparison to a star. It was in the northeast, and the lights were going on and off. As the object got close, it appeared to be a night light with red, white and bluish lights, with sparks shooting out from it. The object had long thin wings and appeared as though it might have a bubble on the front. It landed to the left of the levee and had a dull, deep, large, round, red glow. After approximately five minutes the object took off to the northwest and disappeared in less than two minutes.

COMMENTS

The initial phases and possibly some of the subsequent portions of the sighting are attributed to the Armco Gulfstream 437-A which landed at approximately 1840 EST. The approach path of this aircraft to Middletown was from the northeast and the landing runway was on an azimuth of 052°. Although there is a discrepancy of approximately five minutes in the reported time of the sighting and landing of the aircraft, it is reasonable to assume that this small difference in time would not eliminate this as a cause of the report. Observer stated that she didn't notice the aircraft that was landing. This offers more reason for concluding that the Armco jet with its landing lights on was the initial object sighted to the northeast. The aircraft at this time was far enough away that the landing lights would obliterate the smaller lights from the strobes and beacons. As the aircraft got closer the strobes and rotating beacons would have given the illusion of sparks and flashing as was reported.

The dull deep red glow is attributed to the aircraft lights on the runway (invisible from that location) or some ground lights on the opposite side of the river. The final phase of the sighting, consisting of lights rising and moving off to the northwest cannot be explained in terms of this aircraft. At present the Air Force has been unable to locate any known object to account for this portion of her sighting. The pilot of the aircraft did not observe any unusual lights or other aircraft during his approach to the airport. A check was made with the local radar network and no unidentified tracks were observed on the night of 4 November. Contact was made with all known military agencies operating helicopter type aircraft in southwest Ohio, and the Air Force was unsuccessful in placing any of these vehicles in the Middletown area at the time of her observation.

As such, the case will be carried as two separate observations. The first evaluated as an aircraft, and the second disappearing to the northwest remains unidentified.

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